

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at page 5, line 10, with the following amended paragraph:

-- To the right of and attached to the center housing 20 is a turbine housing 36 that houses the turbine 16. Together, the ~~motor housing 24~~ motor housing 32 and the central housing 26 have a central opening extending axially from the compressor 20 to the turbine 16, or alternatively to a turbine and/or compressor backplate. The compressor 18 is attached to one end of the shaft 14, and the shaft projects through central openings of the compressor housing 22, motor housing 32, center housing 20, and turbine housing 36, and is attached at its opposite end to the turbine 16.--

Please replace the paragraph beginning at page 5, line 17, with the following amended paragraph:

--As briefly discussed above, the ~~oil pressure sensor 26~~ oil pressure sensor 24 is attached to the turbocharger at a position that enables oil flow communication with the lubricating oil being directed to the bearing assembly 34. In an example embodiment, the oil pressure sensor 24 (shown schematically for purposes of reference) is attached to the center housing 20 proximate to an oil inlet 38 (shown schematically for purposes of

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reference). Thus, lubricating oil being directed to the center housing 22 passes into the oil inlet 34, is communicated to the oil pressure sensor 24, and is directed through the center housing to the bearing assembly for lubricating the shaft.--

Please replace the paragraph beginning at page 5, line 25 with the following amended paragraph:

--Referring again to FIG. 1, the oil pressure sensor 24 is connected to the control system 26 for providing an oil pressure indication thereto. In an example embodiment, during turbocharger operation, the oil pressure sensor 24 is configured to send an electrical signal at a designated time interval to the control system 26, indicating the pressure of lubricating oil entering the center housing. ~~The control system 16~~ control system 26 is programmed having a logic circuit that regulates the operation of the electric motor 12 (of the electric assist turbocharger 10) based upon the received oil pressure information provided by the oil pressure sensor 24.--

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Please replace the paragraph beginning at page 5, lines 33, with the following amended paragraph:

--If the oil pressure sensor 24 transmits an oil pressure level that is equal to or higher than a preselected oil pressure, the control system 26 allows the turbocharger electric motor 12 to operate normally. If, however, the oil pressure sensor 24 transmits an oil pressure level that is below a ~~preselected~~ predetermined oil pressure, the control system 26 does not provide power to the electric motor 12, thus disabling operation of the electric motor 12. By disabling operation of the electric motor 12, the control system slows rotational operation of the turbocharger shaft to minimize and/or prevent undesired shaft damage caused from underlubrication.--

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